BookletChart™

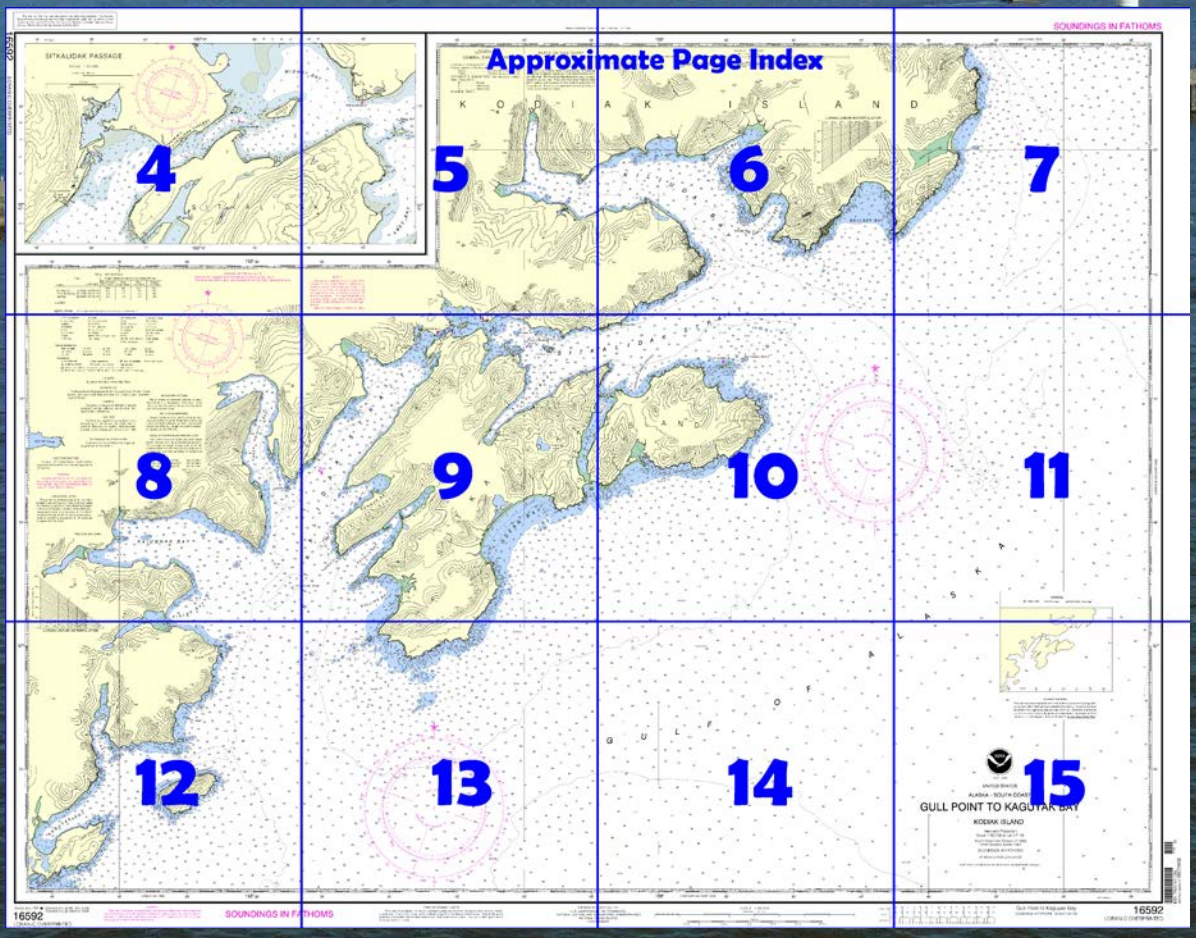
Gull Point to Kaguyak Bay

NOAA Chart 16592

A reduced-scale NOAA nautical chart for small boaters

When possible, use the full-size NOAA chart for navigation.

- *Complete, reduced-scale nautical chart*
- *Print at home for free*
- *Convenient size*
- *Up-to-date with Notices to Mariners*
- *Compiled by NOAA's Office of Coast Survey, the nation's chartmaker*



Published by the
National Oceanic and Atmospheric Administration
National Ocean Service
Office of Coast Survey
www.NauticalCharts.NOAA.gov
888-990-NOAA

What are Nautical Charts?

Nautical charts are a fundamental tool of marine navigation. They show water depths, obstructions, buoys, other aids to navigation, and much more. The information is shown in a way that promotes safe and efficient navigation. Chart carriage is mandatory on the commercial ships that carry America's commerce. They are also used on every Navy and Coast Guard ship, fishing and passenger vessels, and are widely carried by recreational boaters.

What is a BookletChart™?

This BookletChart is made to help recreational boaters locate themselves on the water. It has been reduced in scale for convenience, but otherwise contains all the information of the full-scale nautical chart. The bar scales have also been reduced, and are accurate when used to measure distances in this BookletChart. See the Note at the bottom of page 5 for the reduction in scale applied to this chart.

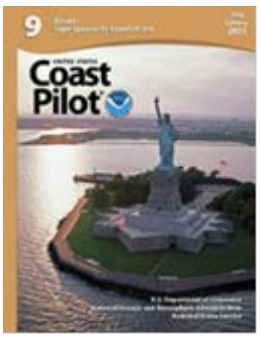
Whenever possible, use the official, full scale NOAA nautical chart for navigation. Nautical chart sales agents are listed on the Internet at http://www.NauticalCharts.NOAA.gov.

This BookletChart does NOT fulfill chart carriage requirements for regulated commercial vessels under Titles 33 and 44 of the Code of Federal Regulations.

Notice to Mariners Correction Status

This BookletChart has been updated for chart corrections published in the U.S. Coast Guard Local Notice to Mariners, the National Geospatial Intelligence Agency Weekly Notice to Mariners, and, where applicable, the Canadian Coast Guard Notice to Mariners. Additional chart corrections have been made by NOAA in advance of their publication in a Notice to Mariners. The last Notices to Mariners applied to this chart are listed in the Note at the bottom of page 7. Coast Pilot excerpts are not being corrected.

For latest Coast Pilot excerpt visit the Office of Coast Survey website at http://www.nauticalcharts.noaa.gov/nsd/searchbychart.php?chart=16592.



(Selected Excerpts from Coast Pilot)
Left Cape is a bold headland separating Kiliuda Bay from the E part of Sitkalidak Strait. The SE face of the cape is covered with a series of long rockslides extending almost to the mountain summit back of the cape. Numerous boulders are close inshore, and submerged rocks fringe the cape.
Sitkalidak Island, about 18 miles long, is adjacent to the SE coast of Kodiak Island. The island is grass covered and in general devoid of trees. The easternmost mountain summit at Cape Barnabas is a good landmark from the E and SE.
Sitkalidak Strait borders both the N and W sides of Sitkalidak Island, separating that island from Kodiak Island. Sitkalidak Passage is the name applied to the narrow part of the strait.
That part of Sitkalidak Strait N of the Sitkalidak Island extends from the E entrance between Dangerous Cape and Cape Barnabas to Sitkalidak Passage. The broken bottom NE of Barnabas Rock has been surveyed and no dangers were revealed. This part of the strait is navigable by all vessels as far as Sheep Island, and offers several secure anchorages. The controlling depth through Sitkalidak Passage is 7 feet. The passage and its E approach are marked by lights and a lighted buoy.
During June and July thick fogs occur around the S end of Kodiak Island which sometimes last for several days. These fogs generally drift about the sea, but frequently do not enter the strait and adjacent bays. The E entrance to Sitkalidak Strait is frequently clear when a thick fog is less than 1 mile offshore.
Cape Barnabas, the E end of Sitkalidak Island, is marked by a conspicuous mountain 1,719 feet high. There are rockslides on the slopes of this mountain and a series of eroded bluffs along the NE face. Submerged rocks and rocks above high water border around the cape and numerous kelp patches are several hundred yards offshore. In thick weather this cape is usually easier to pick up than Dangerous Cape.
Vessels making Sitkalidak Strait from the SE should pass Cape Barnabas 2 miles off and steer **321°**, heading for the NE tangent of Left Cape until Table Island Light bears **195°**, then change course to **252°** and follow directions given below.
Sitkalidak Passage separates the N end of Sitkalidak Island from Kodiak Island and is the link between the two sections of Sitkalidak Strait. The controlling depth is only 7 feet through the passage. The passage is fairly straight and about 1 mile long. Inside the E entrance the channel slightly favors the N shore; in the W half of the passage it slightly favors the S shore.
Sitkalidak Passage Light 4 (57°12'33"N., 153°16'33"W.), 30 feet (9.1 m) above the water, is shown from a skeleton tower with a red triangular daymark on the N side of the W end of the passage.
Currents.–The currents seem to meet at Sitkalidak Passage under ordinary conditions of wind and weather, but in strong S weather the current occasionally flows NE continuously. No current velocities have been measured, but it is estimated that the maximum velocity never exceeds 3 knots
Old Harbor is a native village on the W side of Sitkalidak Strait 1 mile from the W end of Sitkalidak Passage. A school and a trading post are in the village.
An L-shaped City Dock, at Old Harbor, has a 132-foot face with 8 feet reported alongside. The pier has 160 feet of breasting distance and is available for the receipt of conventional cargo and petroleum products. Commercial air service is available from Kodiak.
Pilotage, Old Harbor.–Pilotage, except for certain exempted vessels, is compulsory for all vessels navigating the waters of the State of Alaska. The Kodiak Island area is served by the Southwest Alaska Pilots Association. (See **Pilotage, General** (indexed), chapter 3, for the pilot pickup stations and other details.)
Vessels en route to Old Harbor can contact the pilot boat by calling "OLD HARBOR PILOT BOAT" on VHF-FM channel 16 or on a prearranged frequency between pilot and agent/vessel.

U.S. Coast Guard Rescue Coordination Center
24 hour Regional Contact for Emergencies

RCC Juneau	Commander 17th CG District Juneau, Alaska	(907) 463-2000

Table of Selected Chart Notes

Corrected through NM Dec. 11/04
Corrected through LNM Nov. 23/04

HEIGHTS
Heights in feet above Mean High Water.

Mercator Projection
Scale 1:80,728 at Lat 57° 10'
North American Datum of 1983
(World Geodetic System 1984)
SOUNDINGS IN FATHOMS
AT MEAN LOWER LOW WATER

CAUTION
Mariners are urged to use caution when navigating in the area of this chart due to possible changes in depths and shoreline a result of the earthquake of March 27,1964.

NOAA WEATHER RADIO BROADCASTS
The NOAA Weather Radio stations listed below provide continuous weather broadcasts. The reception range is typically 20 to 40 nautical miles from the antenna site, but can be as much as 100 nautical miles for stations at high elevations.

Raspberry I, AK	KZZ-90	162.425 MHz
Pillar Mt, AK	WNG-531	162.525 MHz
Kodiak, AK	WXJ-78	162.55 MHz

POLLUTION REPORTS
Report all spills of oil and hazardous substances to the National Response Center via 1-800-424-8802 (toll free), or to the nearest U.S. Coast Guard facility if telephone communication is impossible (33 CFR 153).

AIDS TO NAVIGATION
Consult U.S. Coast Guard Light List for supplemental information concerning aids to navigation.

CAUTION
Temporary changes or defects in aids to navigation are not indicated on this chart. See Local Notice to Mariners.

geo-
RADAR REFLECTORS
Radar reflectors have been placed on many floating aids to navigation. Individual radar reflector identification on these aids has been omitted from this chart.

HORIZONTAL DATUM
The horizontal reference datum of this chart is North American Datum of 1983 (NAD 83), which for charting purposes is considered equivalent to the World Geodetic System 1984 (WGS 84). Geographic positions referred to the North American Datum of 1927 must be corrected an average of 2.824" southward and 8.116" westward to agree with this chart.

NOTE A
Navigation regulations are published in Chapter 2, U.S. Coast Pilot 9. Additions or revisions to Chapter 2 are published in the Notice to Mariners. Information concerning the regulations may be obtained at the Office of the Commander, 17th Coast Guard District in Juneau, Alaska, or at the Office of the District Engineer, Corps of Engineers in Anchorage, Alaska.
Refer to charted regulation section numbers.

WARNING
The prudent mariner will not rely solely on any single aid to navigation, particularly on floating aids. See U.S. Coast Guard Light List and U.S. Coast Pilot for details.

AUTHORITIES
Hydrography and topography by the National Ocean Service, Coast Survey, with additional data from the U.S. Coast Guard and Geological Survey.
RJ

SOURCE DIAGRAM
The outlined areas represent the limits of the most recent hydrographic survey information that has been evaluated for charting. Surveys have been banded in this diagram by date and type of survey. Channels maintained by the U.S. Army Corps of Engineers are periodically resurveyed and are not shown on this diagram. Refer to Chapter 1, United States Coast Pilot.

COLREGS, 80.1705 (see note A)
International Regulations for Preventing Collisions at Sea, 1972.
The entire area of this chart falls seaward of the COLREGS Demarcation Line.

ABBREVIATIONS (For complete list of Symbols and Abbreviations, see Chart No. 1.)
Aids to Navigation (lights are white unless otherwise indicated):

AERO aeronautical	G green	Mo morse code	R TR radio tower
Al alternating	IQ interrupted quick	N nun	Rot rotating
B black	Iso isophase	OBSC obscured	s seconds
Bn beacon	LT HO lighthouse	Oc occulting	SEC sector
C can	M nautical mile	Or orange	St M statute miles
DIA diaphone	m minutes	Q quick	VQ very quick
F fixed	MICRO TR microwave tower	R red	W white
Fl flashing	Mkr marker	Ra Ref radar reflector	WHIS whistle
		R Bn radiobeacon	Y yellow

Bottom characteristics:

Blds boulders	Co coral	gy gray	Oys oysters	so soft
bk broken	G gravel	h hard	Rk rock	Sh shells
Cy clay	Grs grass	M mud	S sand	sy sticky

Miscellaneous:

AUTH authorized	Obstn obstruction	PD position doubtful	Subm submerged
ED existence doubtful	PA position approximate	Rep reported	

(21) Wreck, rock, obstruction, or shoal swept clear to the depth indicated.
(2) Rocks that cover and uncover, with heights in feet above datum of soundings.

TIDAL INFORMATION

Place Name	(LAT/LONG)	Height referred to datum of soundings (MLLW) Mean Higher High Water	Mean High Water	Mean Low Water	Extreme Low Water
		feet	feet	feet	feet
Port Hobron	(57°10'N / 153°09'W)	8.3	7.6	1.2	-4.0
Three Saints Bay	(57°07'N / 153°31'W)	8.3	7.7	1.2	-4.0
Jap Bay	(56°58'N / 153°42'W)	8.2	7.6	1.2	-4.0

(Jul 2004)

LORAN-C
GENERAL EXPLANATION

LORAN-C FREQUENCY.....100kHz
PULSE REPETITION INTERVAL
9990.....99,900 Microseconds
7960.....79,600 Microseconds
STATION TYPE DESIGNATORS: (Not individual station letter designators).
M..... Master
X..... Secondary
Y..... Secondary
EXAMPLE: 7960-X

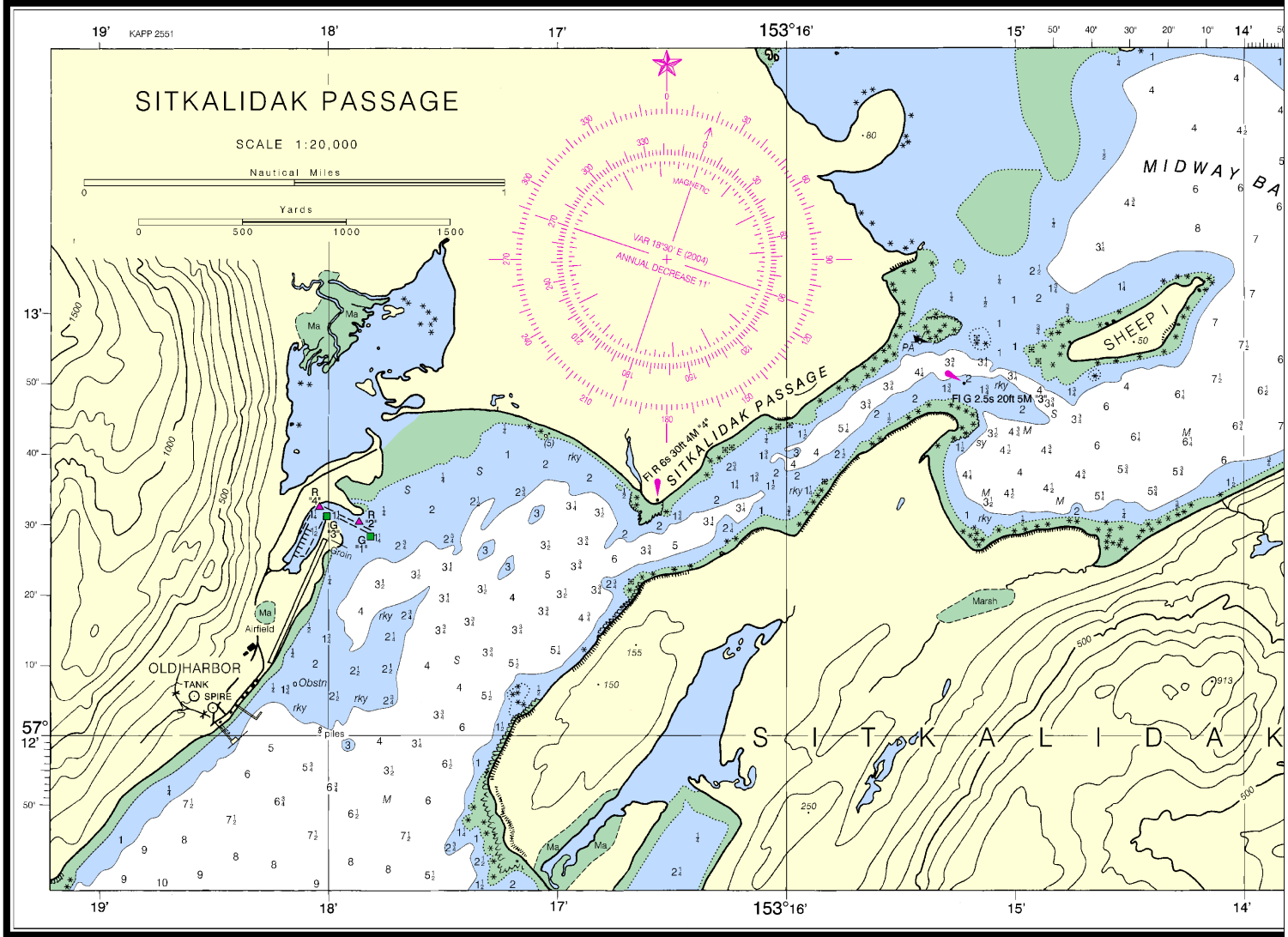
RATES ON THIS CHART
7960-X 7960-Y
9990-X 9990-Y 9990-Z

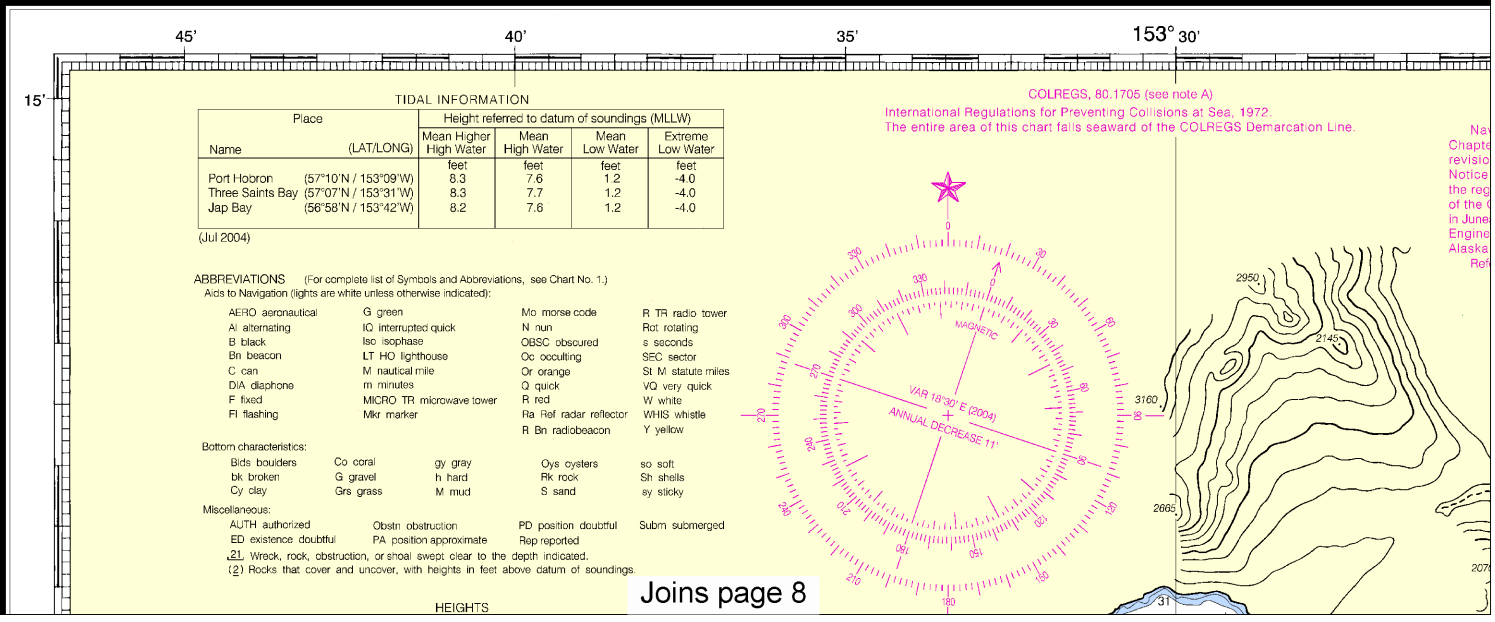
Loran-C correction tables published by the National Geospatial-Intelligence Agency or others should not be used with this chart. The lines of position shown have been adjusted based on survey data. Every effort has been made to meet the ¼ nautical mile accuracy criteria established by the U.S. Coast Guard. Mariners are cautioned not to rely solely on the lattices in inshore waters.

This nautical chart has been designed to promote safe navigation. The National Ocean Service encourages users to submit corrections, additions, or comments for improving this chart to the Chief, Marine Chart Division (N/CS2), National Ocean Service, NOAA, Silver Spring, Maryland 20910-3282.

16592

LORAN-C OVERPRINTED





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(Jul 2004)

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Aids to Navigation (lights are white unless otherwise indicated):

AERO aeronautical
Al alternating
B black
Bn beacon
C can
DIA diaphone
F fixed
Fl flashing
G green
IQ interrupted quick
Iso isophase
LT HO lighthouse
M nautical mile
m minutes
MICRO TR microwave tower
Mkr marker
Mo morse code
N nun
OBSC obscured
Oc occulting
Or orange
Q quick
R red
Ra Ref radar reflector
R Bn radiobeacon
R TR radio tower
Rot rotating
s seconds
SEC sector
St M statute miles
VQ very quick
W white
WHIS whistle
Y yellow

Bottom characteristics:

Bldr boulders
bk broken
Cy clay
Co coral
G gravel
Grs grass
gy gray
h hard
M mud
Oys oysters
Rk rock
S sand
so soft
Sh shells
sy sticky

Miscellaneous:

AUTH authorized
ED existence doubtful
Obstn obstruction
PA position approximate
PD position doubtful
Rep reported
Subm submerged

(21) Wreck, rock, obstruction, or shoal swept clear to the depth indicated.
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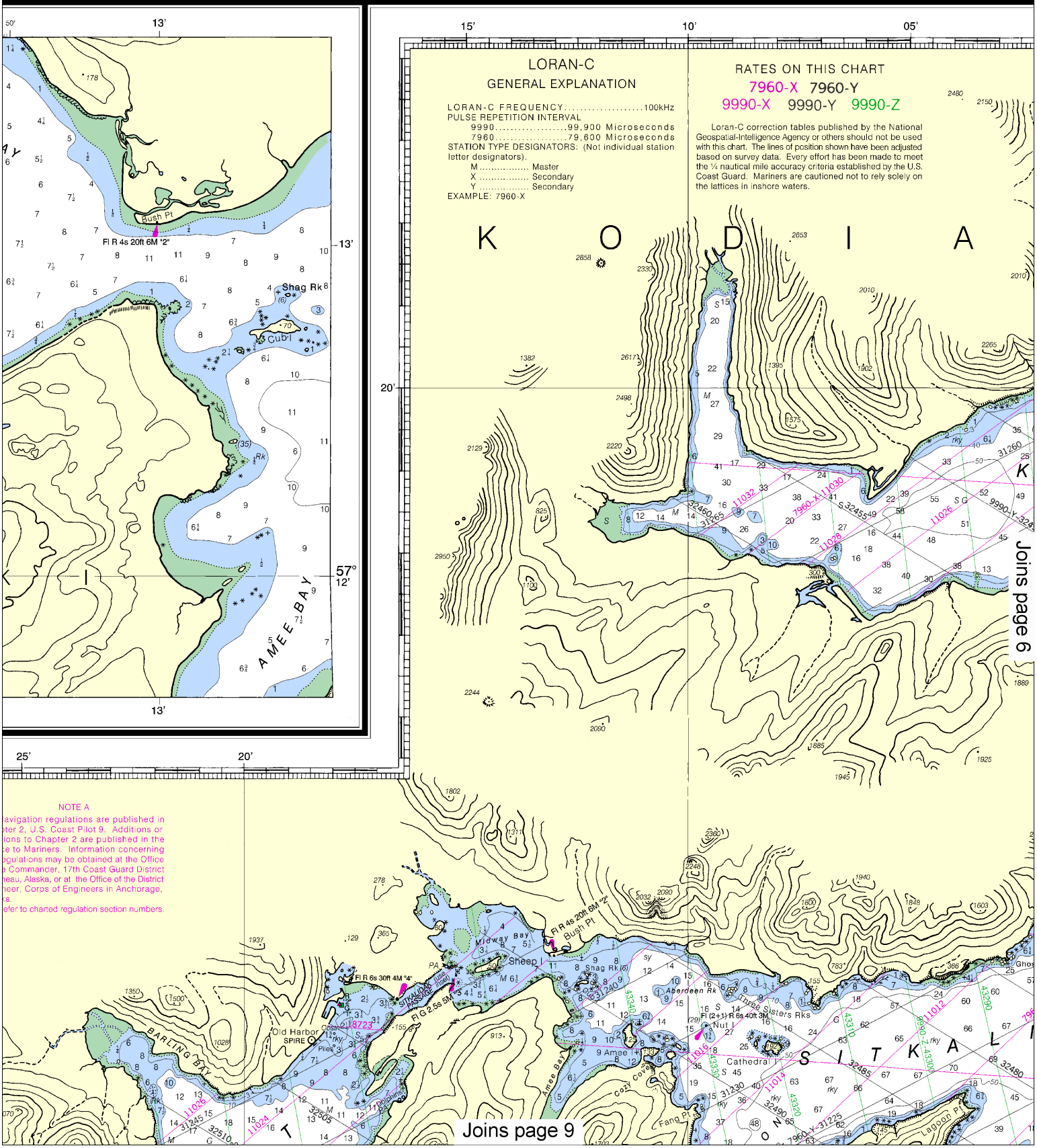
HEIGHTS

Joins page 8

4

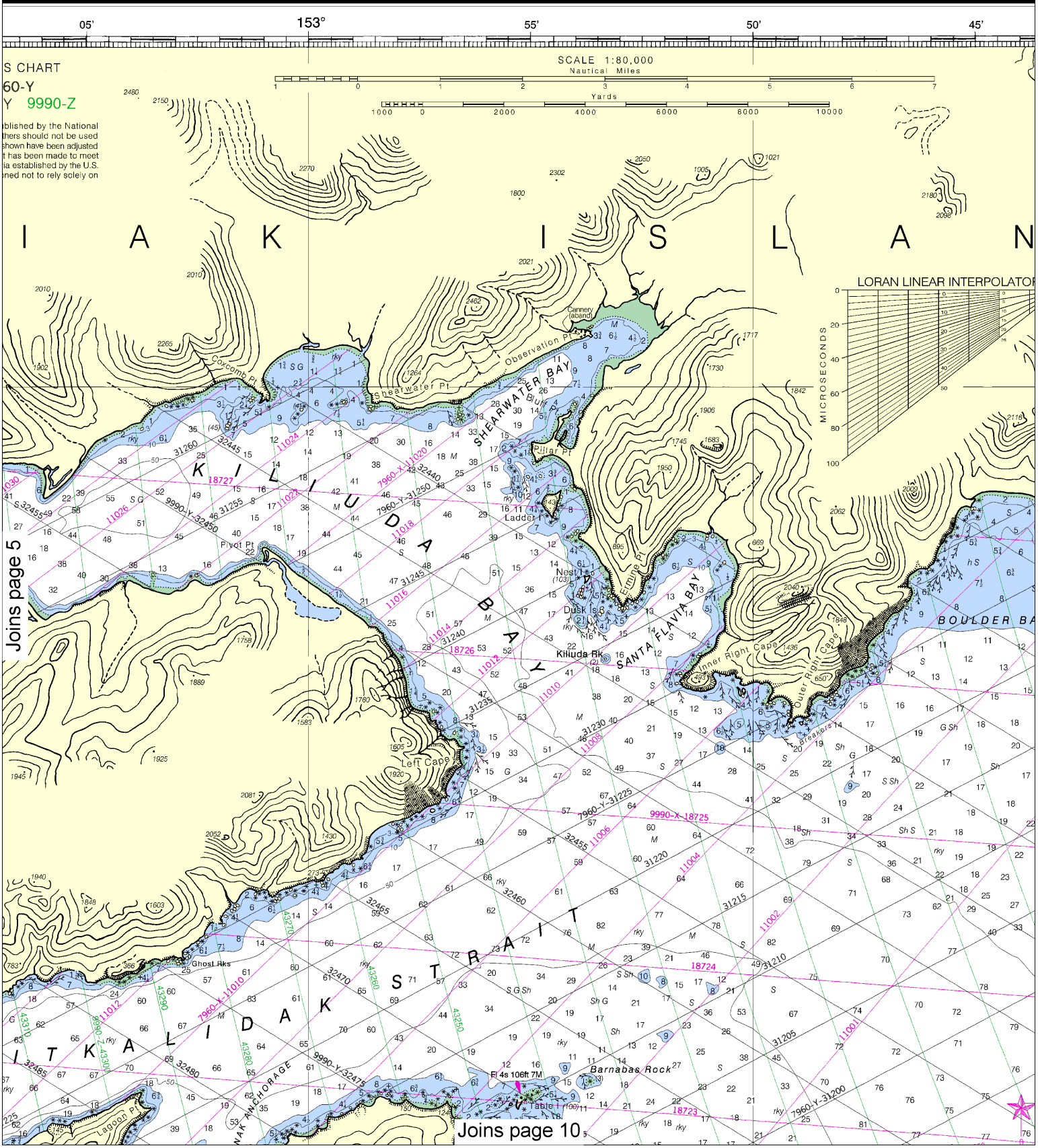
Note: Chart grid lines are aligned with true north.

Formerly C&GS 8536, 1st Ed., Sept. 1934 C-1933-399 KAPP 25



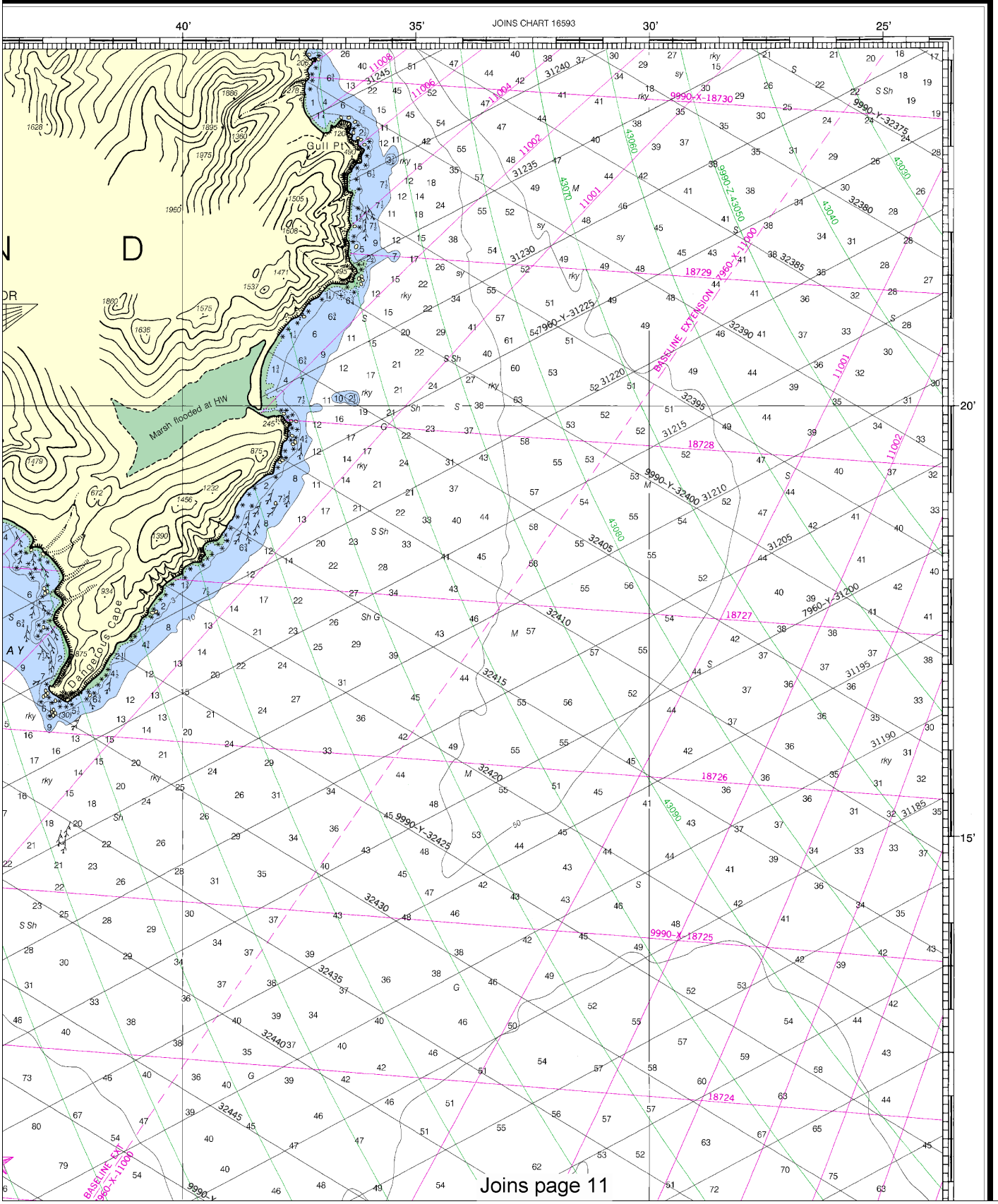
This BookletChart was reduced to 70% of the original chart scale.
The new scale is 1:115326. Barscales have also been reduced and
are accurate when used to measure distances in this BookletChart.

Formerly C&GS 8536, 1st Ed., Sept. 1934 C-1933-399 KAPP 2550



6

Note: Chart grid lines are aligned with true north.



This BookletChart has been updated through: Coast Guard Local Notice To Mariners: 4812 11/27/2012,
NGA Weekly Notice to Mariners: 4812 12/1/2012,
Canadian Coast Guard Notice to Mariners: 0912 9/28/2012.

Name	(LAT/LONG)	Mean High Water	Mean High Water	Mean Low Water	Mean Low Water
		feet	feet	feet	feet
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(Jul 2004)

Joins page 4

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C can
DIA diaphone
F fixed
Fl flashing
G green
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Iso isophase
LT HO lighthouse
M nautical mile
m minutes
MICRO TR microwave tower
Mkr marker
Mo morse code
N nun
OBSC obscured
Oc occulting
Or orange
Q quick
R red
Ra Ref radar reflector
R Bn radiobeacon
R TR radio tower
Rot rotating
s seconds
SEC sector
St M statute miles
VQ very quick
W white
WHIS whistle
Y yellow

Bottom characteristics:

Bids boulders
bk broken
Cy clay
Co coral
G gravel
Grs grass
gy gray
h hard
M mud
Oys oysters
Rk rock
S sand
so soft
Sh shells
sy sticky

Miscellaneous:

AUTH authorized
ED existence doubtful
Obstn obstruction
PA position approximate
PD position doubtful
Rep reported
Subm submerged

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Heights in feet above Mean High Water.

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Hydrography and topography by the National Ocean Service, Coast Survey, with additional data from the U.S. Coast Guard and Geological Survey.

CAUTION

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Mariners are urged to use caution when navigating in the area of this chart due to possible changes in depths and shoreline a result of the earthquake of March 27,1964.

SUPPLEMENTAL INFORMATION

Consult U.S. Coast Pilot 9 for important supplemental information.

AIDS TO NAVIGATION

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WARNING

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Raspberry I, AK	KZZ-90	162.425 MHz
Pillar Mt, AK	WNG-531	162.525 MHz
Kodiak, AK	WXJ-78	162.55 MHz

VAR 18°30' E (2004)
ANNUAL DECREASE 11'
MAGNETIC

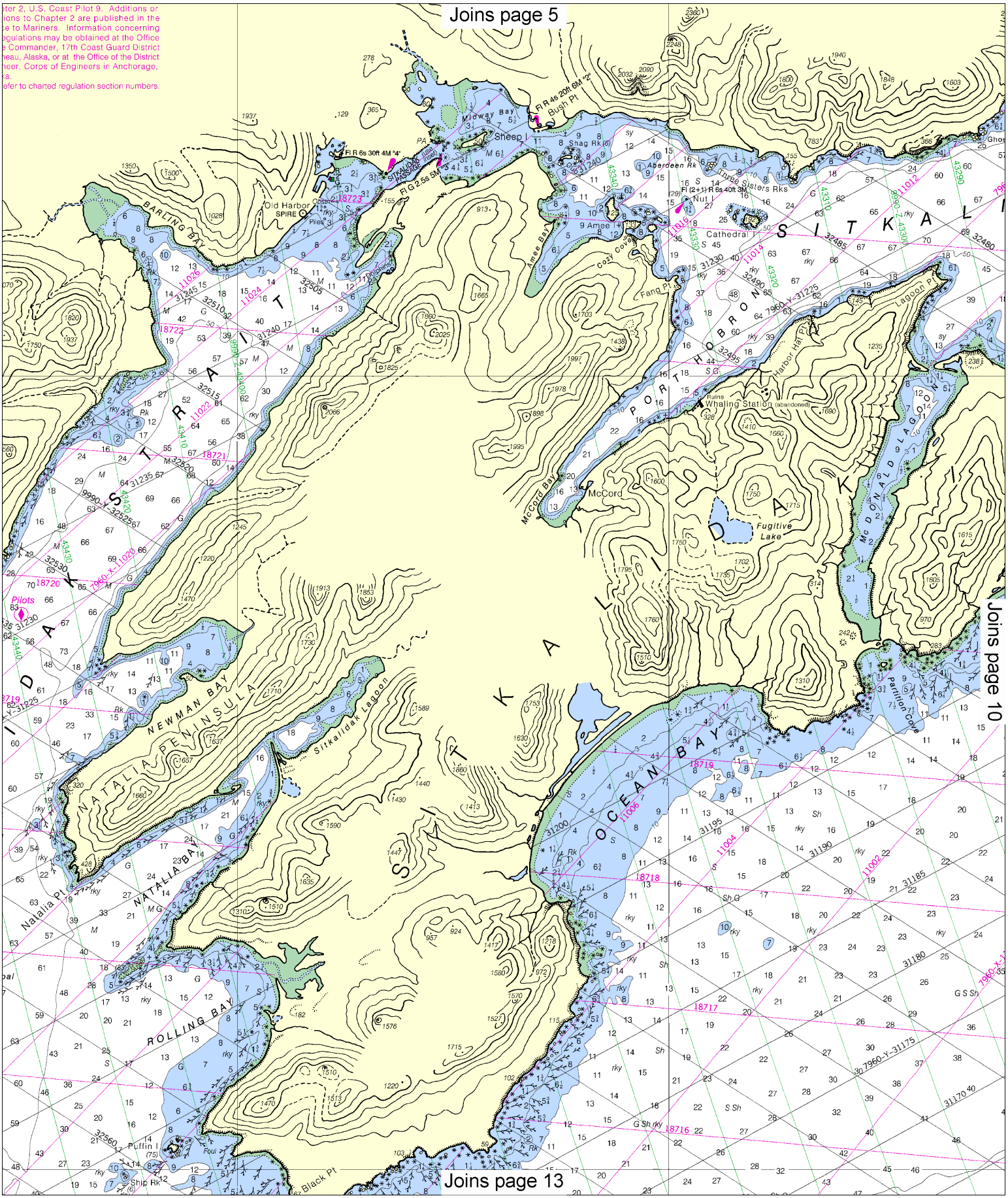
Alpine Cove
Nunamiut
THREE SAINTS BAY
Cape Liakik
Cape Kasiak
KAIUGNAK BAY
KIAVAK BAY
Waterfall
High grass and tundra
Tallapoosa Shoa
10'
05'
57°

MICROSECONDS
LORAN LINEAR INTERPOLATOR

Joins page 12

8

Note: Chart grid lines are aligned with true north.



ter 2, U.S. Coast Pilot 9. Additions or
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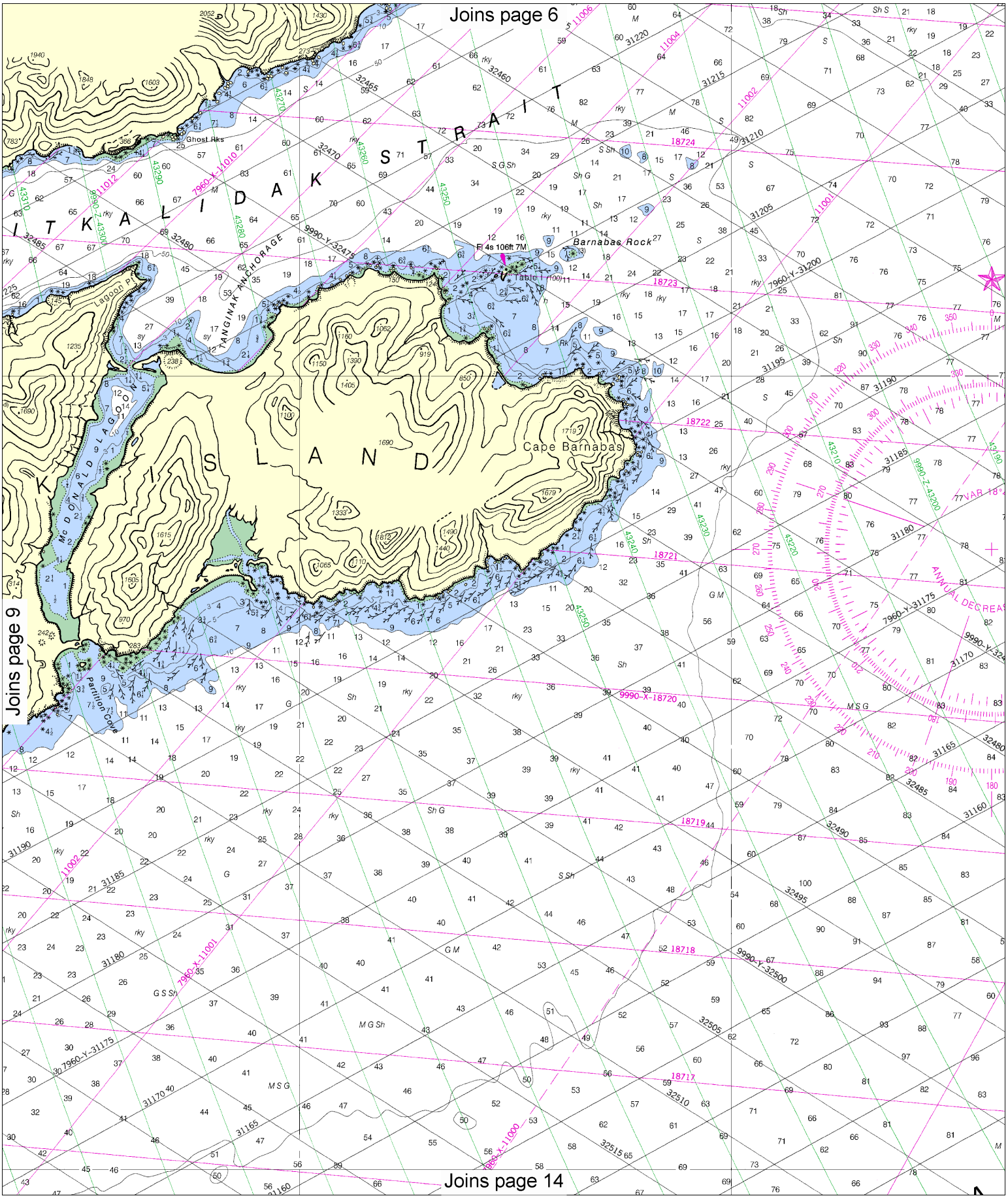
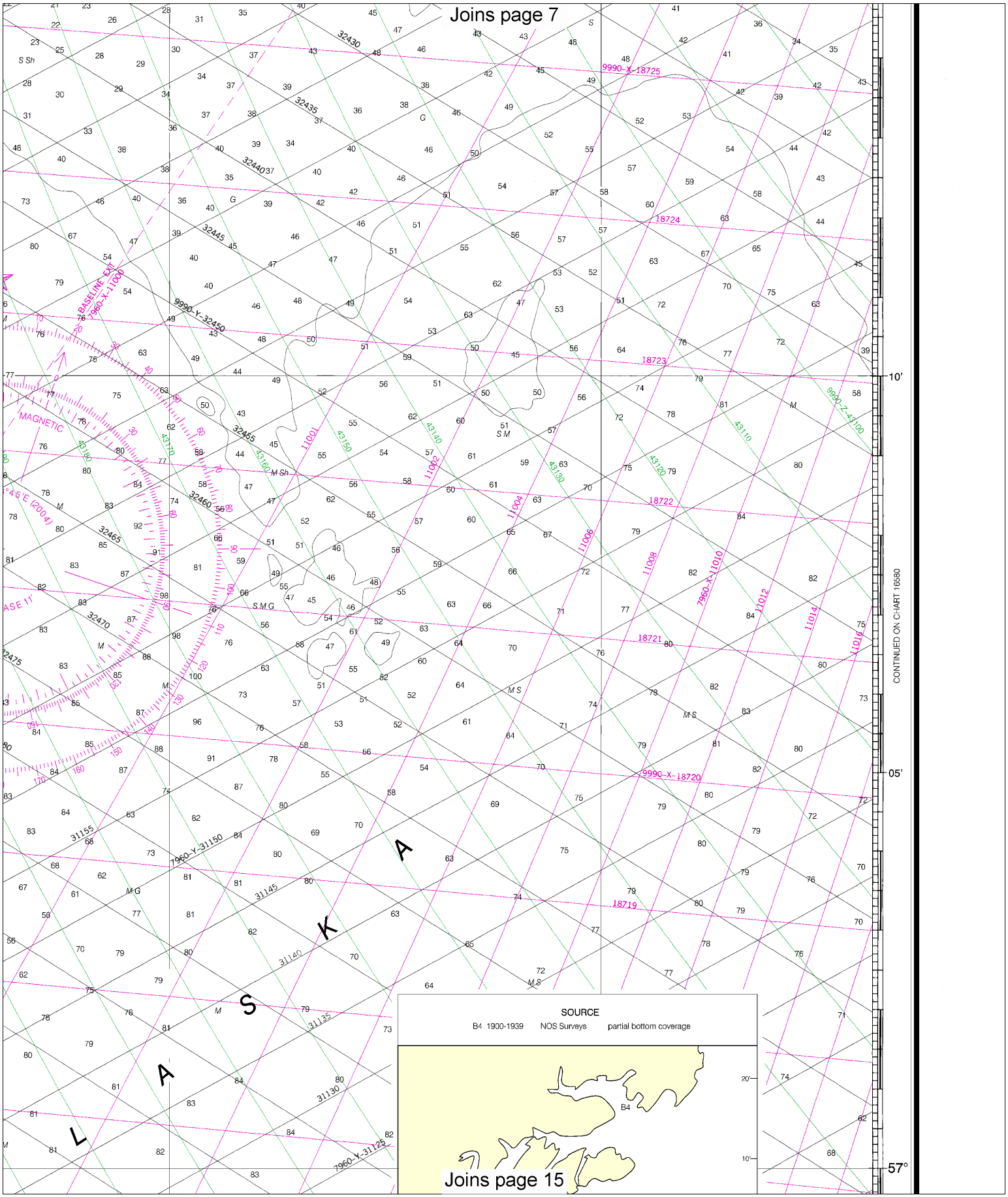
neau, Alaska, or at the Office of the District
neer, Corps of Engineers in Anchorage,
a.
efer to charted regulation section numbers.



Note: Chart grid lines are aligned with true north.


Joins page 7
Joins page 15
CONTINUED ON CHART 16680
SOURCE
B4 1900-1939 NOS Surveys partial bottom coverage
B4
20'
10'
10'
05'
57°
BASELINE EXT
7960-X-11000
9990-Y-32450
9990-X-18725
18724
18723
18722
18721
9990-X-18720
9990-Z-43100
7960-X-11010
7960-Y-31150
7960-Y-31125
18719
MAGNETIC
32430
32435
32440
32445
32455
32460
32465
32470
32475
31155
31145
31140
31135
31130
43110
43120
43130
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11002
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11016
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M Sh
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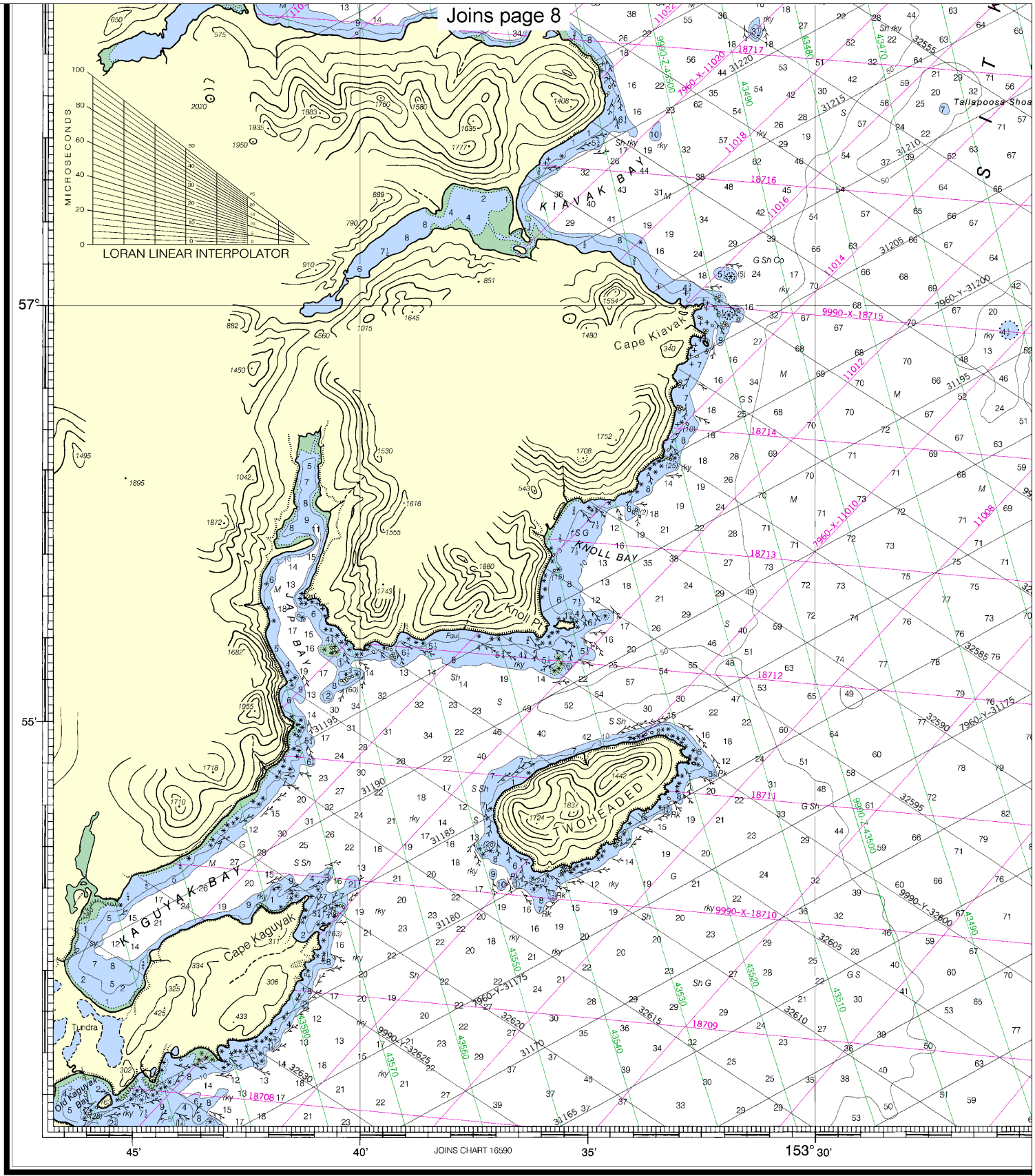


10th Ed., Dec. / 04 ■ Corrected through NM Dec. 11/04
Corrected through LNM Nov. 23/04

16592

LORAN-C OVERPRINTED

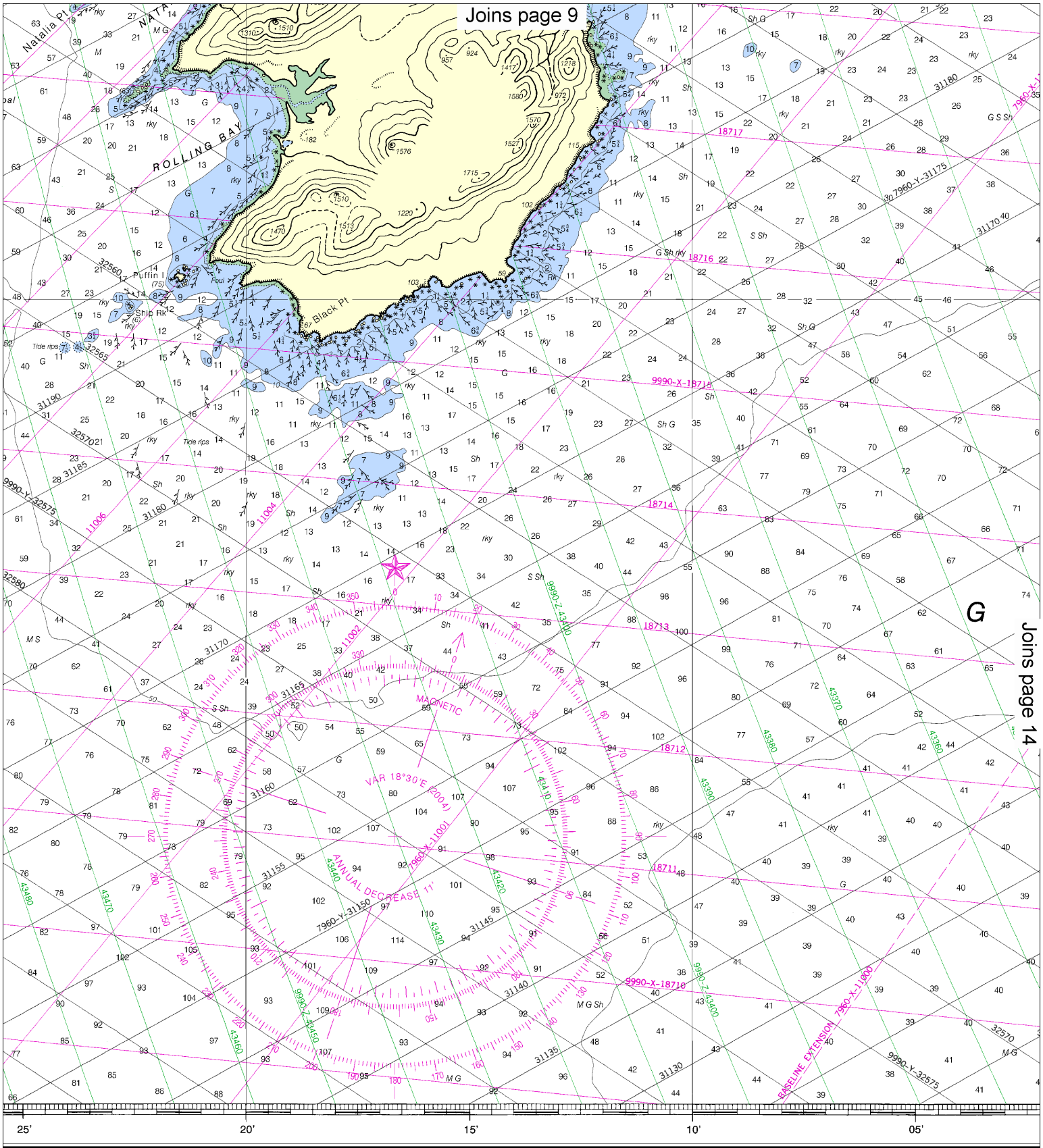
CAUTION

This chart has been corrected from the Notice to Mariners (NM) published weekly by the National Geospatial-Intelligence Agency and the Local Notice to Mariners (LNM) issued periodically by each U.S. Coast Guard district to the dates shown in the lower left hand corner.

SOUNDINGS IN FATHO

12

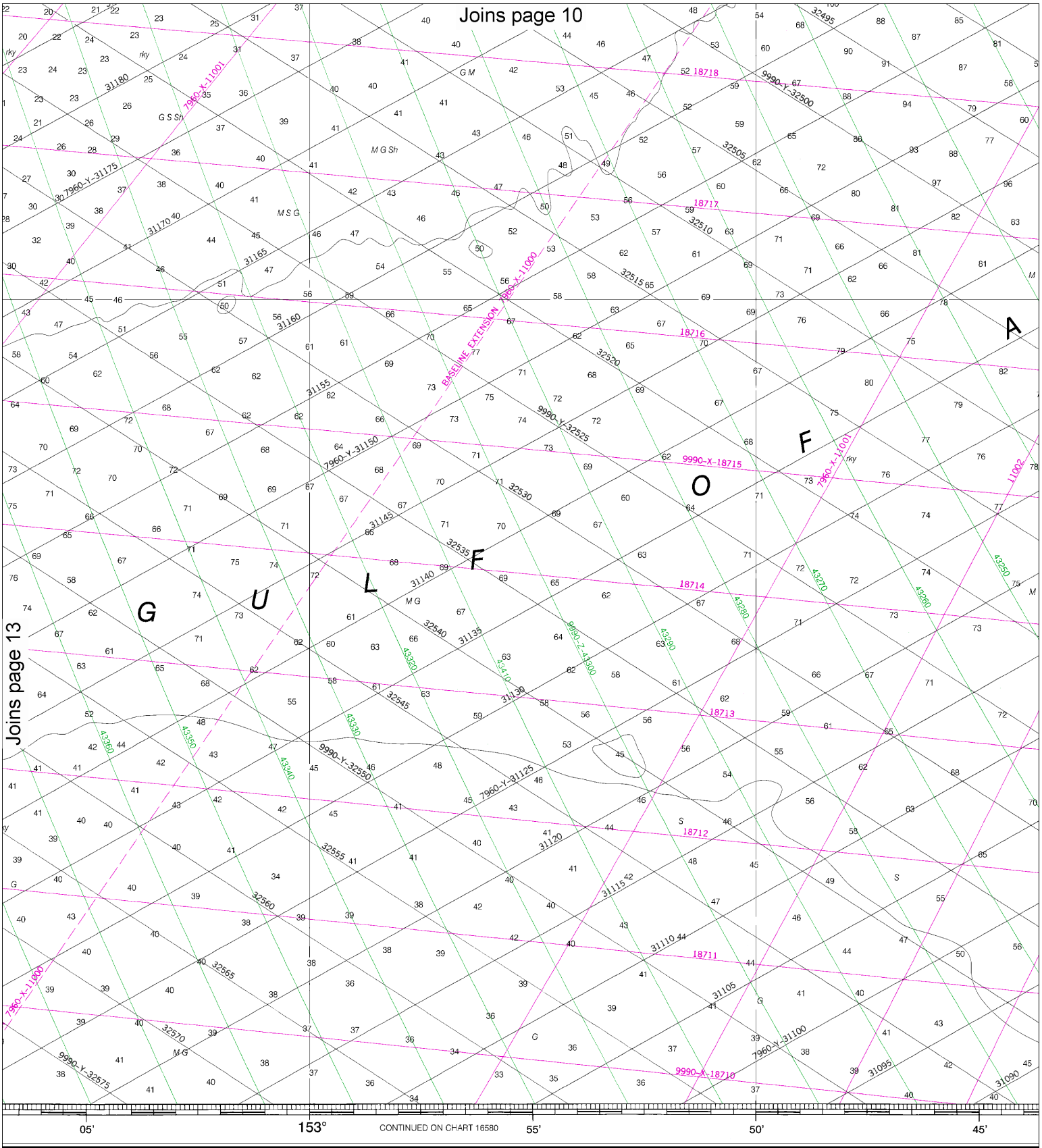
Note: Chart grid lines are aligned with true north.



PRINT-ON-DEMAND CHARTS

This chart is available in a version updated weekly by NOAA for Notices to Mariners and critical corrections. Charts are printed when ordered using Print-on-Demand technology. New Editions are available 5-8 weeks before their release as traditional NOAA charts. Ask your chart agent about Print-on-Demand charts.

Published at Washington, D.C.
U.S. DEPARTMENT OF COMMERCE
NATIONAL OCEANIC AND ATMOSPHERIC ADMINIST
NATIONAL OCEAN SERVICE
COAST SURVEY



Published at Washington, D.C.
U.S. DEPARTMENT OF COMMERCE
NAL OCEANIC AND ATMOSPHERIC ADMINISTRATION
NATIONAL OCEAN SERVICE
COAST SURVEY

SCALE 1:80,000

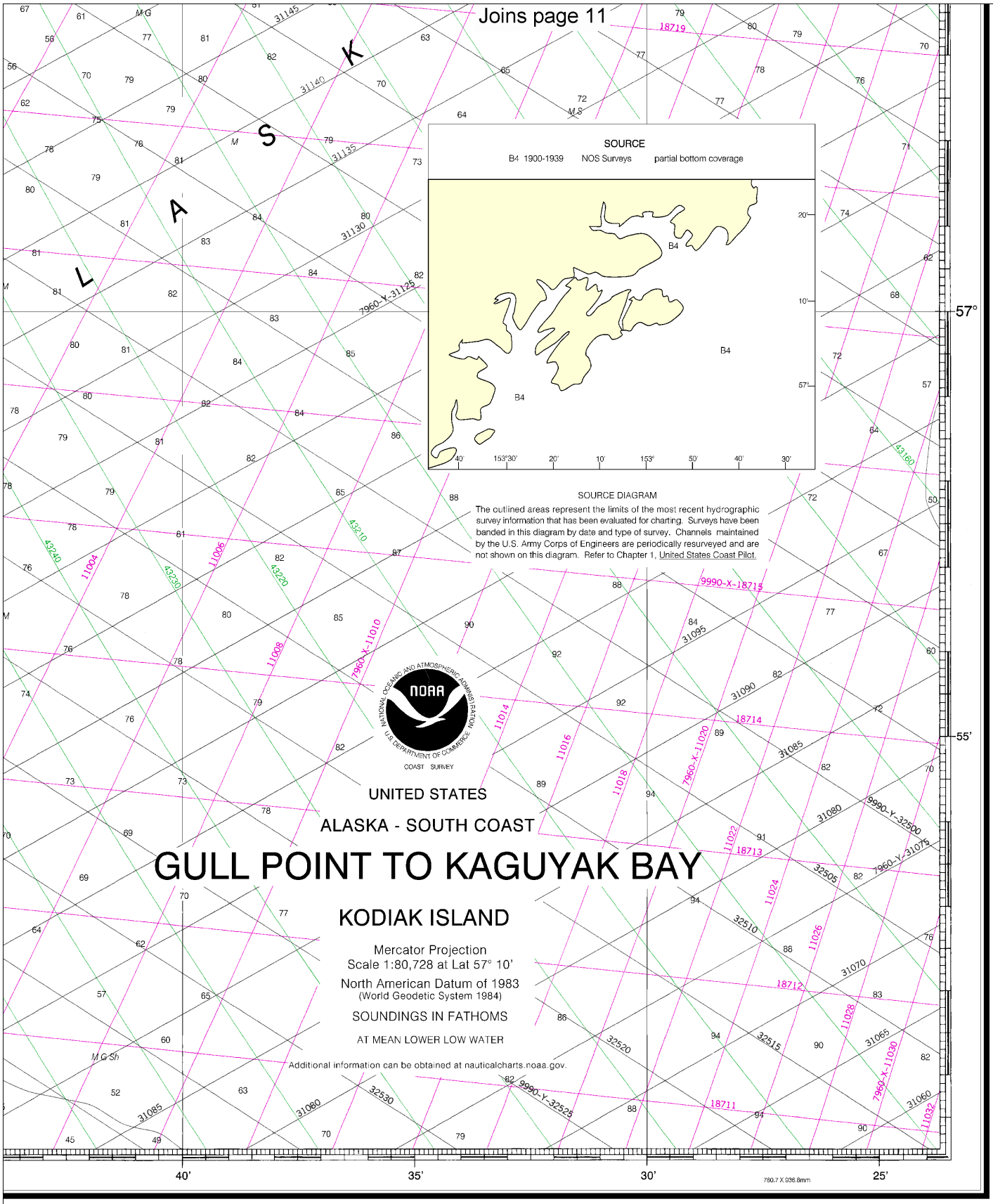
Nautical Miles

1 0 1 2 3 4 5 6 7

Yards

1000 0 2000 4000 6000 8000 10000

Note: Chart grid lines are aligned with true north.



FATHOMS / FEET / METERS

Gull Point to Kaguyak Bay
SOUNDINGS IN FATHOMS - SCALE 1:80,728

16592
LORAN-C OVERPRINTED

ED. NO. 10
NSN 7642014011285
NGA REFERENCE No. 16BCO16592

EMERGENCY INFORMATION

VHF Marine Radio channels for use on the waterways:

Channel 6 – Inter-ship safety communications.
Channel 9 – Communications between boats and ship-to-coast.
Channel 13 – Navigation purposes at bridges, locks, and harbors.
Channel 16 – Emergency, distress and safety calls to Coast Guard and others, and to initiate calls to other vessels. Contact the other vessel, agree to another channel, and then switch.
Channel 22A – Calls between the Coast Guard and the public. Severe weather warnings, hazards to navigation and safety warnings are broadcast here.
Channels 68, 69, 71, 72 and 78A – Recreational boat channels.

Getting and Giving Help — Signal other boaters using visual distress signals (flares, orange flag, lights, arm signals); whistles; horns; and on your VHF radio. You are required by law to help boaters in trouble. Respond to distress signals, but do not endanger yourself.

Distress Call Procedures

- Make sure radio is on.
- Select Channel 16.
- Press/Hold the transmit button.
- Clearly say: "MAYDAY, MAYDAY, MAYDAY."
- Also give: Vessel Name and/or Description; Position and/or Location; Nature of Emergency; Number of People on Board.
- Release transmit button.
- Wait for 10 seconds — If no response Repeat MAYDAY call.

HAVE ALL PERSONS PUT ON LIFE JACKETS!

All Hazards NOAA Weather Radio NOAA's National Weather Service

NOAA Weather Radio All Hazards (NWR) is a nationwide network of radio stations broadcasting continuous weather information directly from the nearest National Weather Service office. NWR broadcasts official Weather Service warnings, watches, forecasts and other hazard information 24 hours a day, 7 days a week.
http://www.nws.noaa.gov/nwr/

Quick References

Nautical chart related products and information	—	**http://www.nauticalcharts.noaa.gov**
Online chart viewer	—	**http://www.nauticalcharts.noaa.gov/mcd/NOAAChartViewer.html**
Report a chart discrepancy	—	**http://ocsdata.ncd.noaa.gov/idrs/discrepancy.aspx**
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Chart updates (LNM and NM corrections)	—	**http://www.nauticalcharts.noaa.gov/mcd/updates/LNM_NM.html**
Coast Pilot online	—	**http://www.nauticalcharts.noaa.gov/nsd/cpdownload.htm**
Tides and Currents	—	**http://tidesandcurrents.noaa.gov**
Marine Forecasts	—	**http://www.nws.noaa.gov/om/marine/home.htm**
National Data Buoy Center	—	**http://www.ndbc.noaa.gov/**
NowCoast web portal for coastal conditions	—	**http://www.nowcoast.noaa.gov/**
National Weather Service	—	**http://www.weather.gov/**
National Hurrican Center	—	**http://www.nhc.noaa.gov/**
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Contact Us	—	**http://www.nauticalcharts.noaa.gov/staff/contact.htm**

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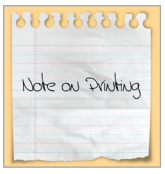

This Booklet chart has been designed for duplex printing (printed on front and back of one sheet). If a duplex option is not available on your printer, you may print each sheet and arrange them back-to-back to allow for the proper layout when viewing.

NOAA's Office of Coast Survey The Nation's Chartmaker